

Metro Gold Line Eastside Extension



METRO GOLD LINE EASTSIDE EXTENSION

MONTHLY PROJECT STATUS REPORT

THE PREPARATION OF THIS DOCUMENT HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U. S. DEPARTMENT OF TRANSPORTATION, FEDERAL TRANSIT ADMINISTRATION (FTA), UNDER THE FEDERAL TRANSIT ACT OF 1964, AS AMENDED, AND FUNDS FROM THE STATE OF CALIFORNIA.

MAY 2009

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PROJECT OVERVIEW & STATUS

The Metro Gold Line Eastside Extension Project is a six-mile, dual track light rail system with eight new stations and one station modification. The system originates at Union Station in downtown Los Angeles, where it connects with the Pasadena Gold Line, traveling generally east to Pomona and Atlantic Boulevards. The system travels over the State Route 101 Freeway and traverses the existing 1st Street Bridge over the Los Angeles River. The system travels south on Alameda Street and then east on 1st Street with two stations at Alameda and Utah Streets. East of the Los Angeles River and 1st and Utah Streets, the alignment transitions to tunnel for approximately 1.7 miles, and continues beneath 1st Street to underground stations at 1st Street and Boyle Avenue and 1st Street and Soto Street. The alignment returns to the surface near the intersection of 1st Street and Lorena Streets, then jogs to the south, transitioning to follow 3rd Street with stations at Indiana Street, Ford Boulevard, Mednik Avenue and Pomona and Atlantic Boulevards.

Metro's consultant, ARINC, continued with integration of the new software for the expansion of the existing SCADA system. The consultant continued preparation of the cutover plan as well as development of the user and training manuals. ARINC received the final SCADA points database from the C0803 contractor, which allowed for completion of the new software and the start of customization of the Metro SCADA system. Metro has started preliminary testing of the SCADA system using the fiber optics grid. Fabrication of hardware and workstations in the original scope is complete and shipments to the Rail Operations Control Center (ROCC) began this period. The required additional equipment is in the production line and will be ready for factory acceptance tests next period.

The C0893 Atlantic/Pomona Parking Structure contractor, W. M. Klorman Corporation, continued with final design. Metro completed review of the 100% design package, and returned comments to the contractor. This period, the contractor is preparing the Approved for Construction (AFC) drawings and specifications, which will be transmitted to Metro for approval next period. Also, the contractor continued preparation of several key contract submittals for Metro's review and approval.

The Division 21 Body Shop design consultant, Eastside LRT Partners, continued development of design documents and performance specifications. Metro completed review of the 100% design and performance specifications package, and returned comments to the consultant. Metro has issued a contract change to make modifications to selected rooms in the original design. The consultant is revising the design drawings and will re-issue the 100% design package for Metro's review. This change has added a month to the design and contract procurement schedule.

The C0803 contractor completed installation and testing of lighting, ventilation and radio in the tunnels and cross passages, and wired the sump pumps at cross passages 2 and 5. Also, wire terminations in the cross passages cabinets were completed this period.

PROJECT OVERVIEW & STATUS

At the Boyle Heights/Mariachi Plaza Station (MPS), the escalator/elevator supplier crews completed installation of elevators cabs, continued mounting cab glass panels and performed the final adjustments. Also, escalator final adjustments continued and installation of skirts and cladding began this period. All door frames have been installed and door installation continued throughout the station. Erection and wiring of sound attenuators was completed as well as continuation of the testing of ventilation equipment. Erection of the ceiling grid and panels is near completion at the platform, mezzanine and mid-landing levels, as well as casting color concrete floors, dry packing floors and tile installation throughout the station. Delivery of platform edge lights started this period. Installation of art pieces continued throughout the station. In the Train Control and Communication (TC&C) room, as well as in the auxiliary power, emergency fans, mechanical and electrical rooms, the systems subcontractor is nearing completion with the connections of all wiring inside the Communication Interface Cabinets (CIC). At the station plaza area, the remaining light pole foundations were poured and lighting wire was pulled. Paving at the east end of the plaza resumed this period and erection of the entrance canopy began.

At the Soto Station (SS), placement of platform and mezzanine level ceiling grids and panels is near completion. At the mezzanine level and station entrance, placement of floor dry packing, and wall and floor tile installation continued. All door frames have been placed and door installation continued throughout the station. The mechanical subcontractor crew completed erection of sound attenuators and tested all fans. The systems subcontractor crews completed and tested the ventilation and radio systems. Also, in the TC&C, auxiliary power, emergency fans, mechanical and electrical rooms, the systems subcontractor is nearing completion with the connections of all wiring inside the CICs. The escalator/elevator supplier crew began escalator skirts and cladding installation, and completed installation of elevators cabs. At the station plaza area, a CMU wall was erected on the south side and underground conduit for lighting wire and irrigation was placed immediately after trenches were excavated. Also, field crews completed installation of canopy supports and began erecting the station canopy above the entrance.

At the West Portal (WP), the systems subcontractor completed wiring all four booster fans, which have been successfully tested. At the East Portal (EP), the systems subcontractor completed connecting wire terminations in the CICs. Also, all four booster fans were wired and successfully tested.

At-grade construction is proceeding according to plan. At Union Station (US) and the 101 Freeway Bridge Overcrossing, field crews installed lighting fixtures. Street restoration continued this period along Alameda Street and 1st Street. On the east side of Alameda Street (Segment 1), the sidewalk has been completed as well as erection of historical light poles and street trees. Street lighting at the Ducommun cul-de-sac also has been completed.

PROJECT OVERVIEW & STATUS

Along 1st Street between Alameda Street and the West Portal (Segments 2A and 2B), field crews completed installing traffic signals and loops as well as street signs and lights. Los Angeles City crews installed traffic controllers at selected intersections and applied the final street striping paint.

Street restoration along 1st Street, between Lorena and Indiana Streets and along Indiana Street, between 1st and 3rd Streets (Segments 4A and 4B) was completed. Los Angeles City crews installed traffic controllers at selected intersections and applied the final street striping paint.

Construction along 3rd Street (Segments 5, 6 and 7) is near completion. Field crews continued final punch list work in preparation for custody and control turnover to the County of Los Angeles.

In other areas of the alignment, at-grade station construction is continuing. The following work items were installed at all at-grade stations: rain gutters, public telephone pedestals and cabinets, art pieces and Ticket Vending Machines (TVM). At Atlantic Station, field crews completed walls and roof for the operator's room and the ticket kiosk, and began installation of the canopy metal cladding. The canopy subcontractor took field measurements for fabrication of glass panels at Little Tokyo/Arts District and Maravilla stations.

The testing phase of the project continues. The contractor completed local circuit and control testing of ventilation equipment and continued local testing for auxiliary power transformers, the CIC and MCC at the underground stations. The LFAT for traction power, train control and communications equipment also continued this period throughout the alignment. In the tunnels, the OCS measurement and visual tests, as well as pantograph clearance tests were completed. Radio and Fire & Emergency Management LFAT were completed in the tunnels, cross passages and underground stations. The mechanical subcontractor began elevator testing this period.

The systems subcontractor continued the Systems Integration Testing Phase I. The following SIT were performed: test I-018, ventilation system; test I-020, cable transmission system; test I-040, wayside train detection; test I-042, train to wayside communications; test I-043, safe breaking test; and traction power short circuit test. The test data of the fiber optic signal strength to ROCC was collected and analyzed. Testing coordination meetings with Metro have continued on a daily basis.

Metro Operations began the Systems Integration Testing Phase II. The cable transmission system interface with ROCC was performed as well as the feeder breaker control and indication signal transmission from the TPS-04 and TPS-06 sites.

PROJECT OVERVIEW & STATUS

The C0893 Atlantic/Pomona Parking Structure contractor submitted the excavation and support system submittal for Metro review and began excavation to expose the sewer line that must be protected during construction. A trench shoring system was erected and rebar, form work and concrete placement to encase the first 40 feet of pipe were completed.

Installation of the Universal Fare System (UFS) equipment continued this period by Robnett Electric, Inc., a subcontractor to the equipment vendor, Cubic, Inc. Ticket Vending Machines (TVM) have been placed at all aboveground stations. The subcontractor continued installation of UFS cabinets and network equipment at the stations TC&C rooms and bringing wire to the power junction boxes. At the underground stations, the subcontractor crews drilled holes on the floor and installed anchors for the TVMs.

The Metro Art Department continued providing technical support and coordination between the C0803 contractor and the artists responsible to provide art pieces for the eight stations. Fabrication of art pieces has been completed and shipments to the site of completed pieces are continuing. Installation of art pieces throughout all stations continued this period.

The Metro Communications Group in conjunction with AT&T, the telephone company, began installation of public phones at above-ground stations. At Little Tokyo/Arts District and Pico/Aliso Stations, phones were installed in the cabinets, cable was run through the conduit and terminated at the interface point, and testing was successfully performed. At the Indiana Station, the same steps, except testing, have been completed.

The Metro Rail Activation Group continued setting up equipment and selecting personnel to implement the Red Tag Procedure in anticipation of the start of Pre-Revenue Operations next month. The Group continued identifying all the requirements necessary to obtain the Certificate of Occupancy. The group continued testing at the ROCC. The training program for operators is also continuing and train familiarization runs throughout the alignment began this period. The group led and successfully carried out another emergency readiness drill, D-006 – hostage situation on train. Rail activation coordination meetings with the contractor have continued on a weekly basis.

MANAGEMENT ISSUES

No Management Issues for the period ending May 2009.

PROJECT SCOPE

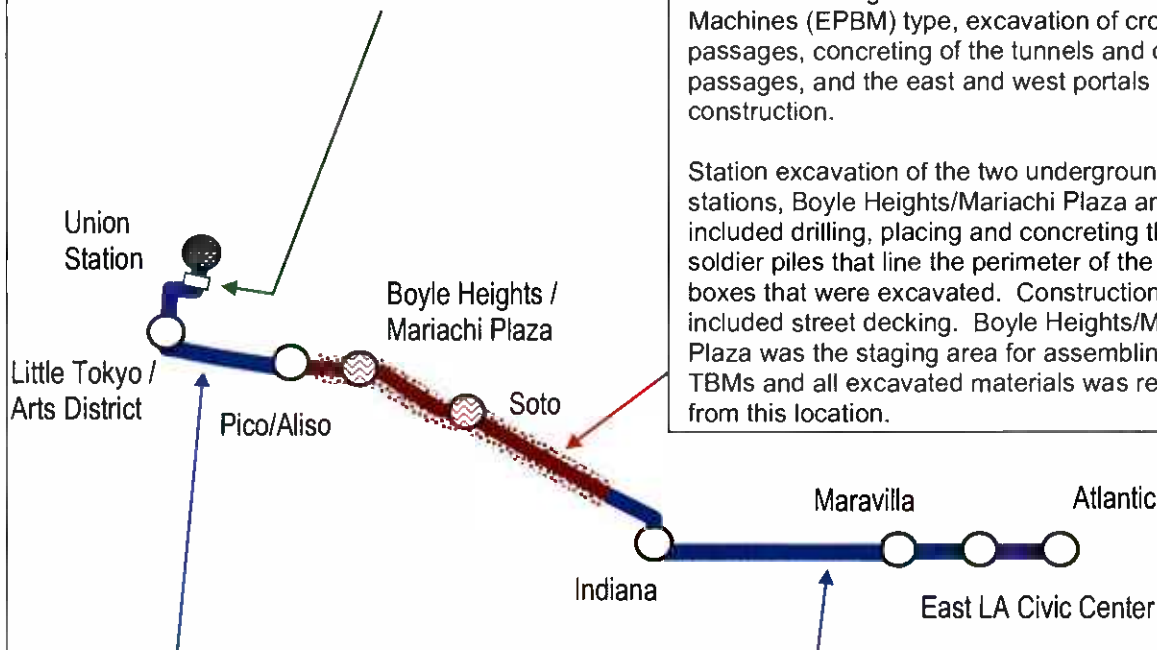
Contract C0802 – 101 Freeway Bridge

Overcrossing: The construction of the bridge was combined with Caltrans freeway improvements project. Caltrans administered the construction and the LACMTA provided oversight and was responsible for the construction costs of the bridge overcrossing.

Contract C0803 - Tunnel and Station

Excavation (Design/Bid/Build): Construction of the 1.7 mile tunnel segment included tunnel excavation using two Earth Pressure Balance Machines (EPBM) type, excavation of cross passages, concreting of the tunnels and cross passages, and the east and west portals construction.

Station excavation of the two underground stations, Boyle Heights/Mariachi Plaza and Soto, included drilling, placing and concreting the soldier piles that line the perimeter of the station boxes that were excavated. Construction also included street decking. Boyle Heights/Mariachi Plaza was the staging area for assembling the TBMs and all excavated materials was removed from this location.



Contract C0803 - Stations, Trackwork, and Systems (Design/Build): Construction of the two underground stations includes structural walls, station platforms, mezzanines, station entrances, and plazas, architectural finishes and all related mechanical and electrical work.

Construction of the six-mile alignment includes six at-grade stations, trackwork installation and testing for the entire alignment.

Systems installation and testing is inclusive of power systems, automatic train control, fire and emergency management, TRACS and communications systems. The contractor will be responsible for systems integration testing for the entire line segment prior to pre-revenue operations.

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KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	May-09	Jun-09	Jul-09	Aug-09	Sep-09	Oct-09
Overhead Catenary Energized	05/06/09	○					
Completed Radio System Installation	05/15/09 *	○					
Complete Landscape at Both Portals	06/02/09 *		○				
Install Tunnel Portal Surveillance System	06/02/09 *		○				
Submit All Testing Procedures	06/04/09 *		○				
Complete Fabrication and Delivery of Metro Art	06/15/09 *		◆				
Complete Systems Integration Testing Phase I (ELRTC)	06/24/09		○				
Begin Pre-Revenue Operations	06/29/09 *		◆				
Complete First At-Grade Station Construction - Atlantic	06/30/09 *		○				
Install Universal Fare System Throughout the Alignment	06/30/09 *		◆				
Complete Underground Station Construction	07/01/09			○			
Complete At-Grade Stations Canopy Installation	07/01/09 *			○			
C0803 Contractor Achieve Substantial Completion	07/01/09 *			○			
Metro Submit to the CPUC Application to Obtain the Certificate of Occupancy	07/09/09 *			◆			
Complete Systems Integration Testing Phase II (Metro)	07/08/09			◆			
Complete Final Design for the Pomona/Atlantic Parking Structure	07/19/09			■			
Advertise Contract C0933 LRV Body Shop at Division 21	08/11/09 *				◆		
C0803 Contractor Complete Demobilization and Vacate Site (Milestone #1)	08/30/09				○		
Complete Pomona/Atlantic Parking Structure Foundation	09/03/09					■	
Award Contract C0933 LRV Body Shop at Division 21	10/22/09 *						◆

LACMTA Staff Milestone
 Other Agencies

Eastside LRT Constructors
 New Date

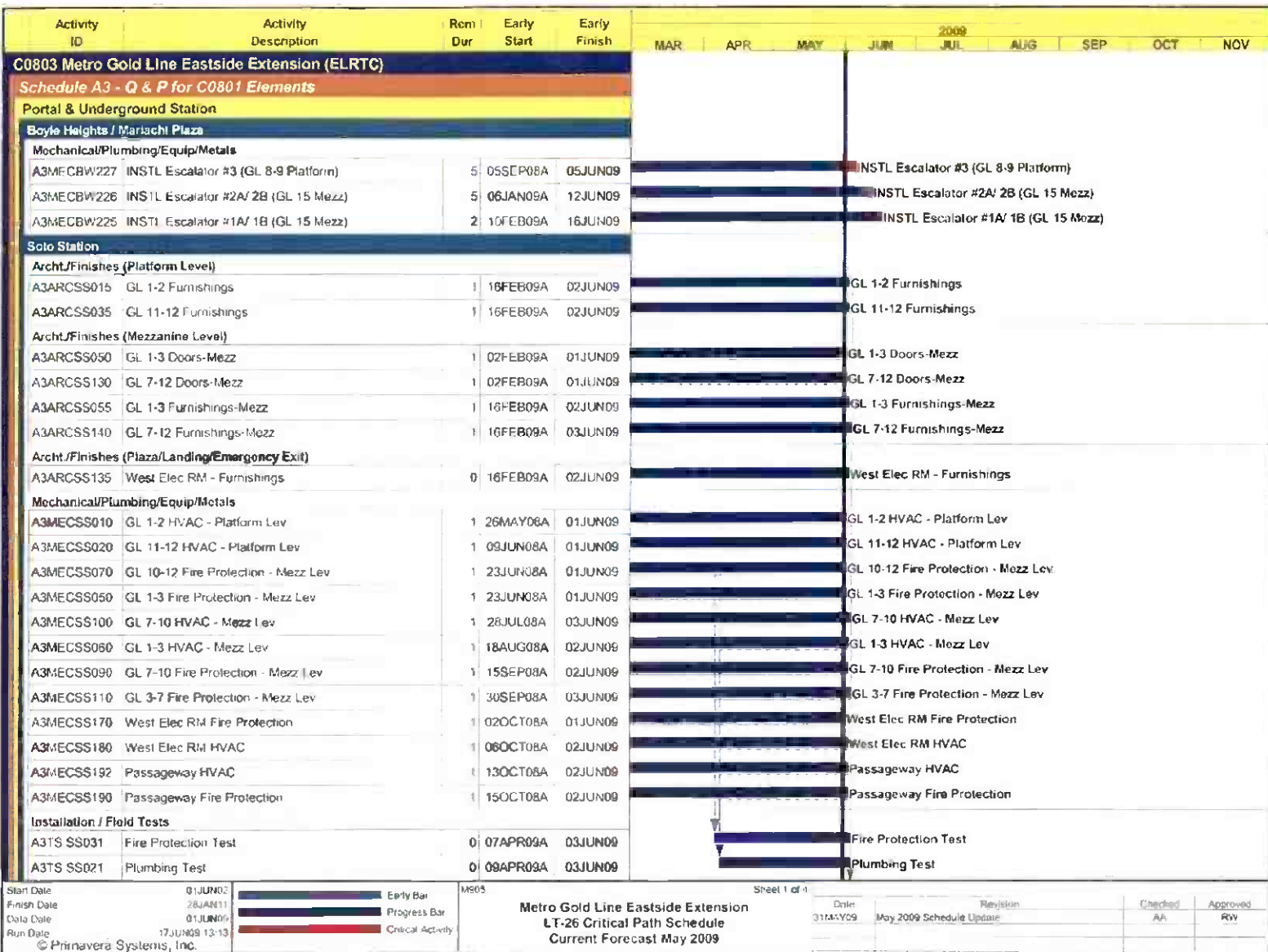
FTA
 Metro

FTA Approval
 W. M. Klorman

LACMTA Board Approval

Six-month lookahead schedule for Contract C0803 reflects the contractor's current CPM schedule.

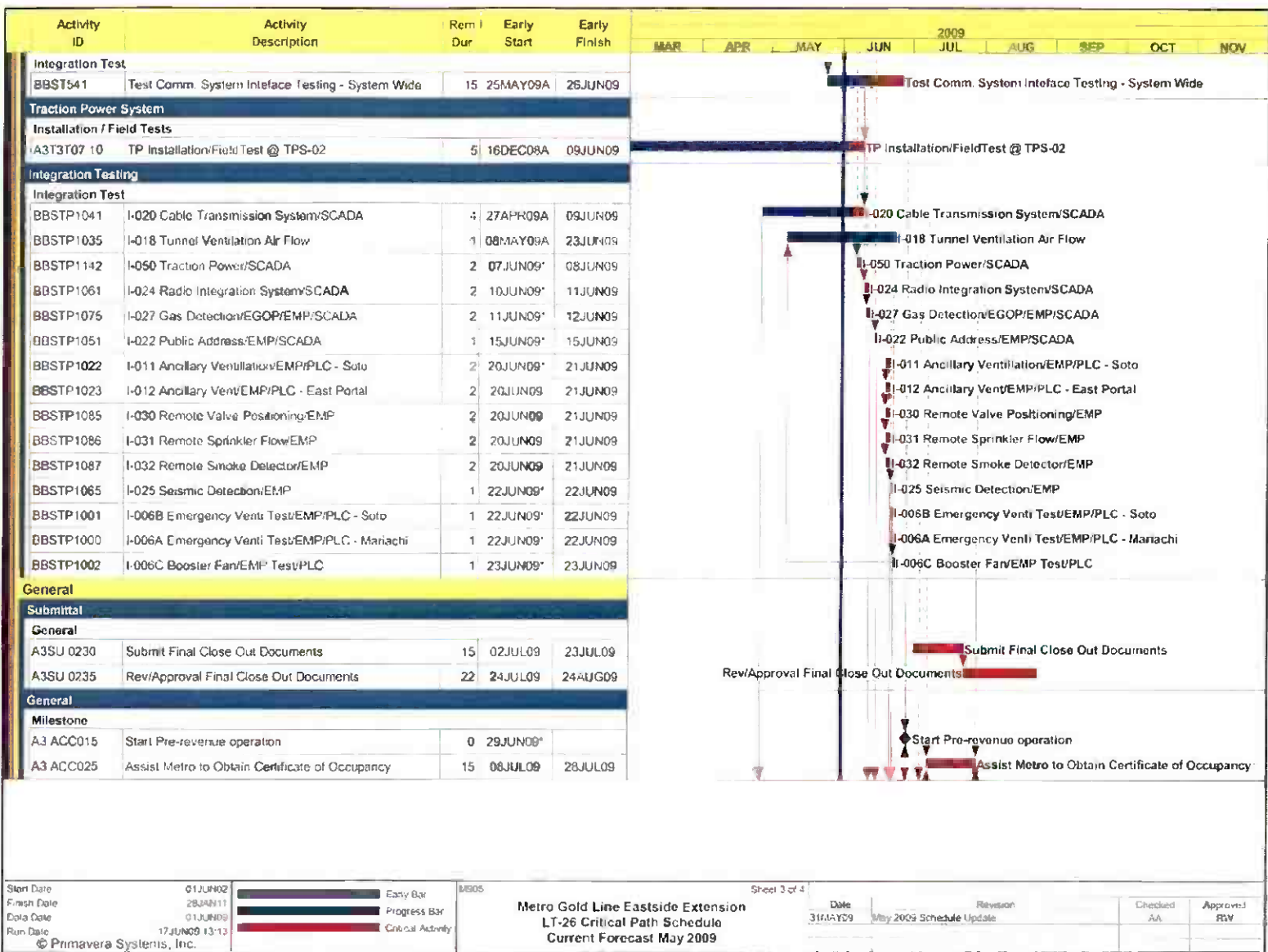
PROJECT MASTER SCHEDULE
CRITICAL PATH (1 of 4)



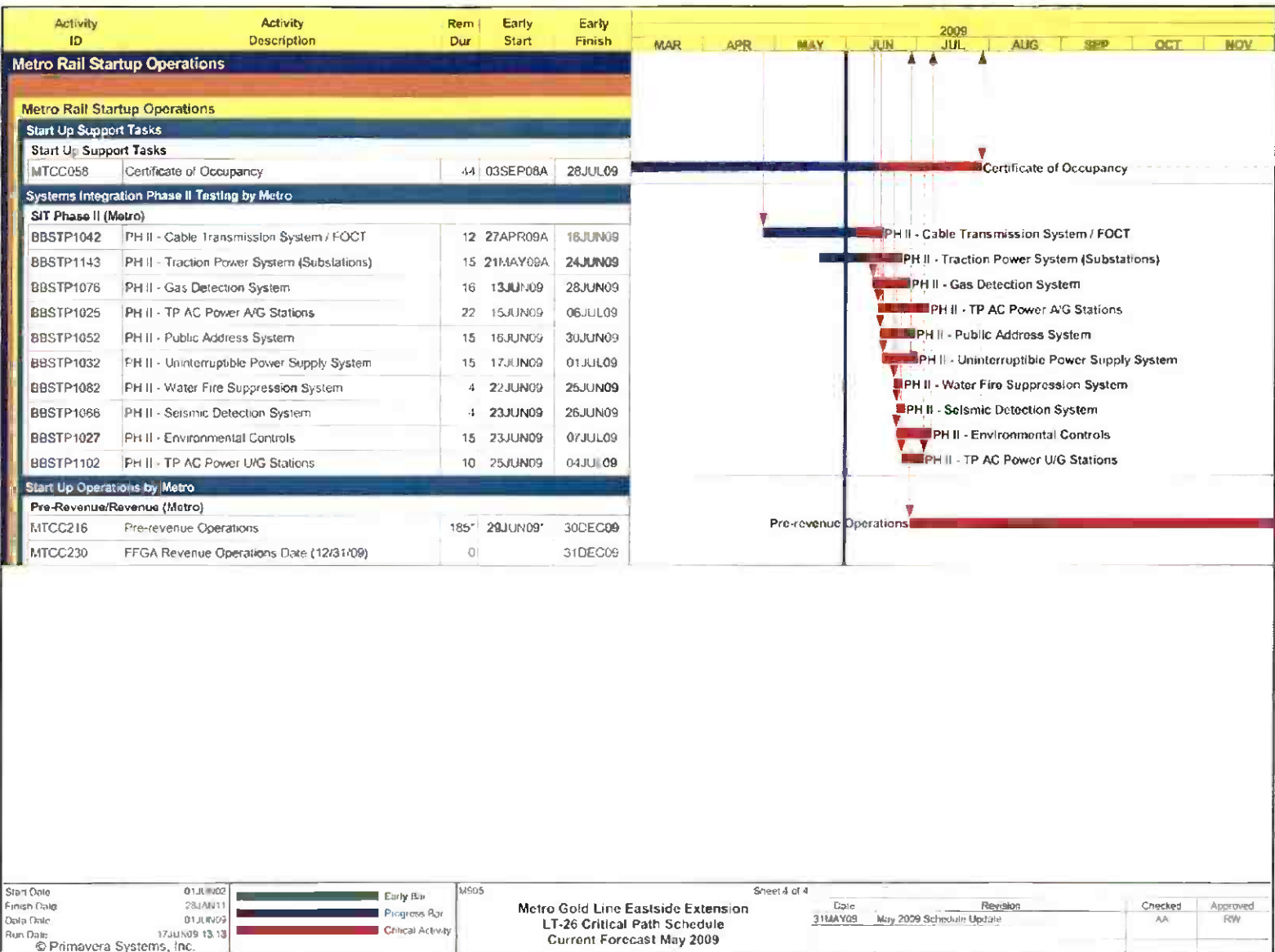
PROJECT MASTER SCHEDULE
CRITICAL PATH (2 of 4)



PROJECT MASTER SCHEDULE CRITICAL PATH (3 of 4)



PROJECT MASTER SCHEDULE CRITICAL PATH (4 of 4)



CRITICAL PATH NARRATIVE

Current Critical Path Analysis

The C0803 contractor (ELRTC) completed installation of booster fans at the East Portal, which allowed testing to begin for the entire ventilation system at underground facilities. The systems subcontractor continued cable splicing and wire terminations at the Train and Communication Control (T&CC), auxiliary power, emergency fans, mechanical and electrical rooms. The Local Field Acceptance Test (LFAT) program continued throughout the alignment as well as Systems Integration Testing (SIT) Phase I, which is the contractor's responsibility. Also, SIT Phase II, which is Metro's responsibility, began this period. The light rail vehicles continue to be tested at various speeds end to end.

ELRTC has missed achieving a series of intermediate milestones necessary to support the start of Pre-Revenue Operations, which now has shifted to the end of June 2009. As a result of this, Metro has requested a revised completion schedule from the contractor.

There are several parallel critical paths in the current schedule. One is through completion of the underground stations. Another is through communications installation and testing throughout the alignment. Local facilities testing are the last stage of the critical path prior to entering the final test stage, where SIT and Pre-Revenue Operations are conducted.

A number of issues arising from the testing phase of the project, as well as feedback received from Metro Rail Safety Ambassadors working in the community, have caused Metro staff to evaluate additional safety enhancements to the system. Metro's CEO has directed staff to evaluate and consider implementing the following: installation of additional pylon delineators between rail right-of-way and auto traffic; installation of barriers between tracks to deter jaywalking. In addition a safety peer review will be conducted at the end of June 2009. The revised forecast date for Revenue Operations is yet to be determined.

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PROJECT COST STATUS

COST REPORT BY ELEMENT
ORIGINAL SCOPE ACTIVITIES
DOLLARS IN THOUSANDS

ELEMENT	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		BUDGET / FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
C	CONSTRUCTION	633,221	-	650,702	278	658,390	7,311	609,741	-	650,702	-
S	SPECIAL CONDITIONS	19,494	-	57,032	(115)	50,592	592	40,172	-	57,032	-
R	RIGHT-OF-WAY	40,358	-	37,681	-	37,779	-	37,048	-	37,681	-
P	PROFESSIONAL SERVICES	135,304	-	135,860	(8)	134,707	886	126,626	-	135,860	-
PC	PROJECT CONTINGENCY	60,254	-	7,401	-	-	-	-	-	7,401	-
PR	PROJECT REVENUE	(4,617)	-	(4,662)	-	(4,662)	-	(4,662)	-	(4,662)	-
	SUBTOTAL	884,014	-	884,014	155	876,806	8,788	808,925	-	884,014	-
PF	PROJECT FINANCE COST	14,800	-	14,800	414	7,373	414	7,373	-	14,800	-
	TOTAL	898,814	-	898,814	569	884,179	9,203	816,299	-	898,814	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH APRIL 2009

PROJECT COST ANALYSIS

Original Budget

The Full Funding Grant Agreement (FFGA) was adopted June 1, 2004 in the amount of \$898.8 million. The Original Budget reflects the adopted FFGA.

Current Budget and Current Forecast

The Current Budget and Forecast remain the same at \$898.8 million.

Commitments

The Commitments increased by a total of \$0.6 million this period. In the Construction element there was an increase of \$0.3 million for executed modifications associated with Contract C0803 – Tunnel, Stations, Trackwork and Systems. In the Special Conditions element there was a decrease of \$0.1 million due to a Work Order completed under budget by the City of LA. In the Project Finance Cost element there was an increase of \$0.4 million that reflects an interest payment. The \$884.2 million in Commitments to date represents 98.4% of the Original Budget.

Expenditures

Expenditures are cumulative through April 2009. The Expenditures increased by a total of \$9.2 million this period. In the Construction element there was an increase of \$7.3 million for costs associated with Contract C0803 -Tunnel, Stations, Trackwork and Systems. In the Special Conditions element there was an increase of \$0.6 million primarily for costs associated with the 3rd Party Master Cooperative Agreements with the City of LA, Metro Systems Integration Oversight/Pre-Rev Ops and Metro Art Program. In the Professional Services element there was an increase of \$0.9 million primarily for costs associated with Metro Project Administration, Design Support During Construction and Construction Management Services. In the Project Finance Cost element there was an increase of \$0.4 million that reflects an interest payment. The April 2009 invoice for Contract C0803 in the amount of \$4.8 million was posted in the Metro's Financial Information System (FIS) on May 6, 2009 and will be reflected in the next reporting period. The \$816.3 million in Expenditures to date represents 90.8% of the Original Budget.

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May 2009

PROJECT COST STATUS

COST REPORT BY ELEMENT CONCURRENT NON-FFGA PROJECT ACTIVITIES

DOLLARS IN THOUSANDS

ELEM- MENT	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		BUDGET / FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
C	CONSTRUCTION	18,000	-	46,034	-	44,920	267	30,702	-	46,034	-
S	SPECIAL CONDITIONS	-	-	3,244	-	2,604	12	2,337	-	3,244	-
R	RIGHT-OF-WAY	-	-	648	349	349	6	6	-	648	-
P	PROFESSIONAL SERVICES	-	-	3,914	1	3,399	208	2,112	-	3,914	-
PC	PROJECT CONTINGENCY	-	-	1,650	-	-	-	-	-	1,650	-
PR	PROJECT REVENUE	-	-	(4,087)	-	(5,096)	-	(279)	-	(4,087)	-
	SUBTOTAL	18,000	-	51,403	349	46,176	493	34,879	-	51,403	-
PF	PROJECT FINANCE COST	-	-	-	-	-	-	-	-	-	-
	TOTAL	18,000	-	51,403	349	46,176	493	34,879	-	51,403	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH APRIL 2009

PROJECT COST ANALYSIS

Original Budget

The Metro Board adopted the Original Budget of \$18.0 million on March 24, 2005.

Current Budget and Current Forecast

The Current Budget and Forecast remain the same at \$51.4 million.

Commitments

The increase in Commitments of \$0.3 million reflects the cost of providing temporary parking at the terminus station during the construction of the Pomona/Atlantic parking structure. The \$46.2 million in Commitments to date represents 89.8% of the Current Budget.

Expenditures

Expenditures are cumulative through April 2009. The Expenditures increased by \$0.5 million this period for costs associated with work requested by the City of Los Angeles for historic street lighting, construction of the parking structure, Metro Project Administration, and Community Relations. The April 2009 invoice for Contract C0803 in the amount of \$0.3 million was posted in the Metro's Financial Information System (FIS) on May 6, 2009 and will be reflected in the next reporting period. The \$34.9 million in Expenditures to date represents 67.9% of the Current Budget.

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FINANCIAL/GRANT STATUS – ORIGINAL SCOPE ACTIVITIES

MAY 2009										
STATUS OF FUNDS BY SOURCE										
SOURCE	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)	
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	\$	%	\$	%	\$	%	
FEDERAL - SECTION 5309 NEW START	\$490,700	\$490,700	\$366,976	\$483,516	99%	\$415,635	85% (1)	\$414,590	84%	
FED - SECTION 5309 FIXED GUIDEWAY	\$23,100	\$12,000	\$12,000	\$12,000	100%	\$12,000	100%	\$12,000	100%	
FEDERAL - CMAQ	\$10,300	\$10,300	\$10,276	\$10,276	100%	\$10,276	100%	\$10,276	100%	
REGIONAL IMPROVEMENT PROG - FED	\$179,600	\$4,600	\$4,600	\$4,600	100%	\$4,600	100%	\$4,600	100%	
REGIONAL IMP PROG - STATE	\$0,600	\$175,600	\$175,600	\$175,600	100%	\$175,600	100%	\$175,600	100%	
STATE TCRP	\$45,000	\$45,000	\$45,000	\$45,000	100%	\$45,000	100%	\$45,000	100%	
PROP A 35% / PROP C 40%/PROP 25%	\$124,614	\$135,714	\$135,714	\$135,714	100%	\$135,714	100%	\$135,714	100%	
LEASE REVENUES	\$10,100	\$10,100	\$10,100	\$10,100	100%	\$10,100	100%	\$10,100	100%	
ACCRUALS										
SUB-TOTAL	\$884,014	\$884,014	\$760,266	\$876,806	99%	\$808,925	92%	\$807,880	91%	
PROP A / PROP C (INTEREST COST)	\$14,800	\$14,800	\$6,959	\$7,373	50%	\$7,373	50%	\$3,958	27%	
TOTAL	\$898,814	\$898,814	\$767,225	\$884,179	98%	\$816,298	91%	\$811,838	90%	

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH APRIL 2009.
 (1) BILLED EXPENDITURES IN EXCESS OF FUNDS AVAILABILITY ARE TEMPORARILY FUNDED THROUGH BRIDGE FINANCING.

STATUS OF FUNDS ANTICIPATED

FEDERAL SECTION 5309 NEW STARTS: LACMTA has received an appropriation of \$333.6M through FY08. LACMTA submitted a grant application for \$33.4M in January 2009. The grant was approved on April 1, 2009. Funds are available for drawdown. LACMTA will submit in June 2009 the remainder of the FY09 grant application for \$47.4M. LACMTA will also submit in June 2009, as part of the American Reinvestment and Recovery Act of 2009, a grant application of \$66.7M in advance of incoming future federal funds.

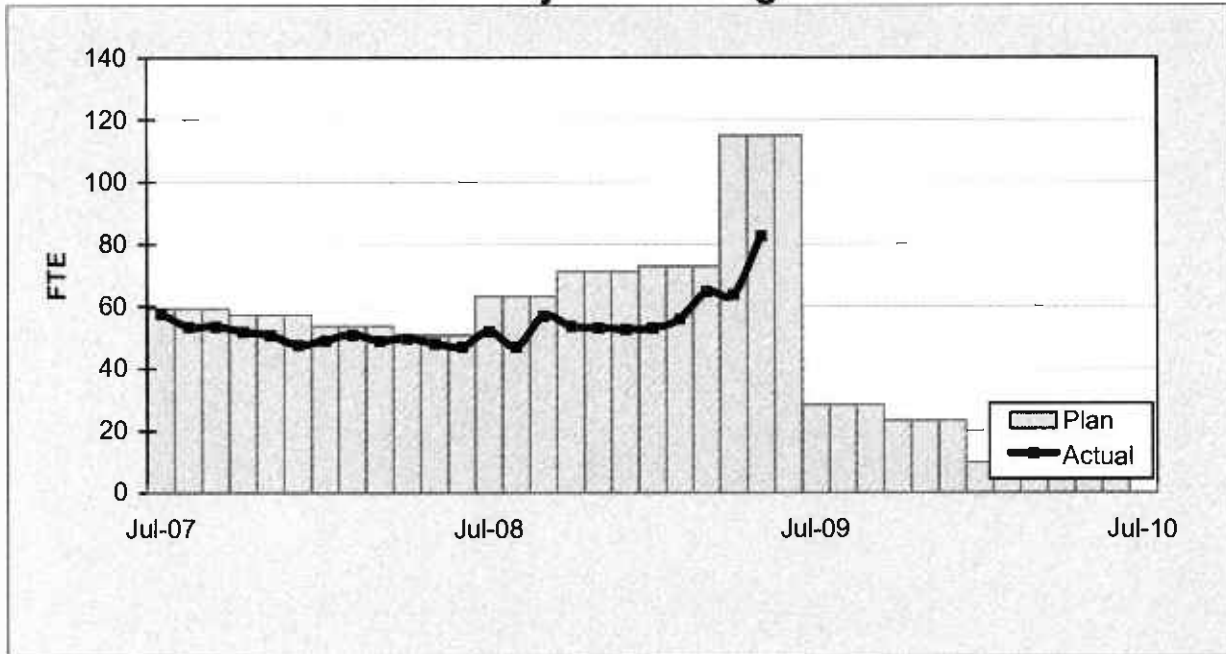
FINANCIAL/GRANT STATUS
CONCURRENT NON-FFGA PROJECT ACTIVITIES

MAY 2009		STATUS OF FUNDS BY SOURCE							
SOURCE	(A) APPROVED BUDGET	(B) TOTAL FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$	(E/B) %	(F) BILLED TO FUNDING SOURCE \$	(F/B) %
PROP C 40%	\$14 000	\$22,400	\$20 243	\$20,243	90%	\$10 795	48%	\$6,172	28%
PROP C 10%	\$4 000	\$4,300	\$4 300	\$1 847		\$0 001		\$0 001	
STATE TCR	\$0 000	\$24 086	\$24 086	\$24,086	100%	\$24 083	100%	\$24 083	100%
STATE TSA	\$0 000	\$0 617	\$0 617	\$0 000	0%	\$0 000	0%	\$0 000	0%
TOTAL	\$18 000	\$51,403	\$49,246	\$46,176	90%	\$34 879	68%	\$30,256	59%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH APRIL 2009.

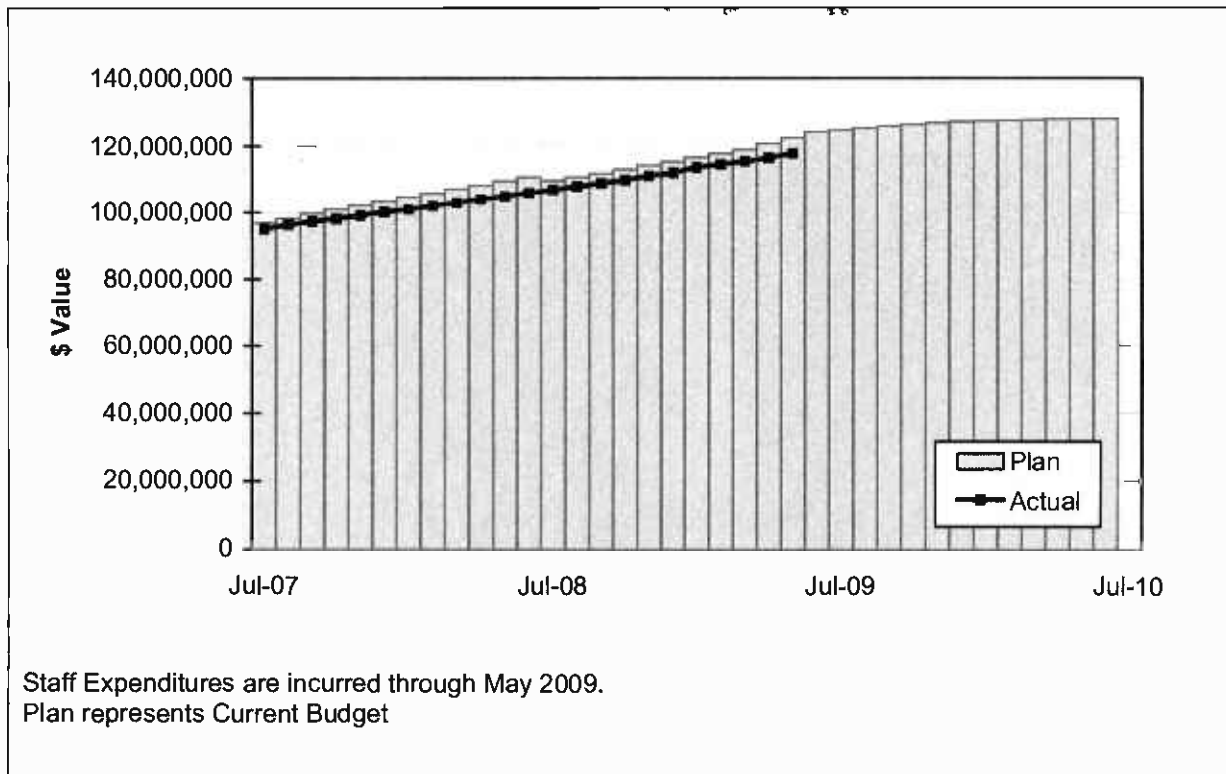
STAFFING STATUS

Total Project Staffing - FTES



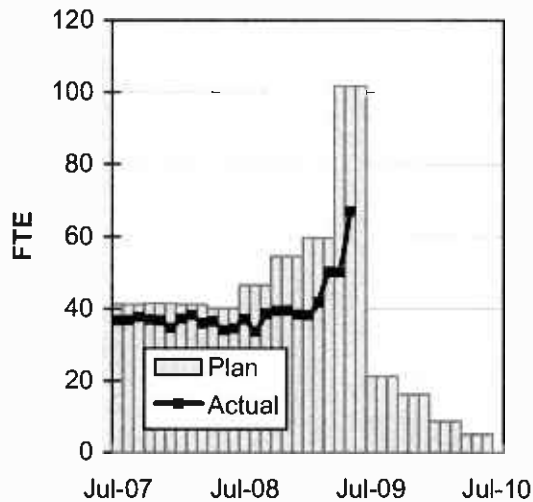
STAFFING STATUS

TOTAL PROJECT STAFFING COST

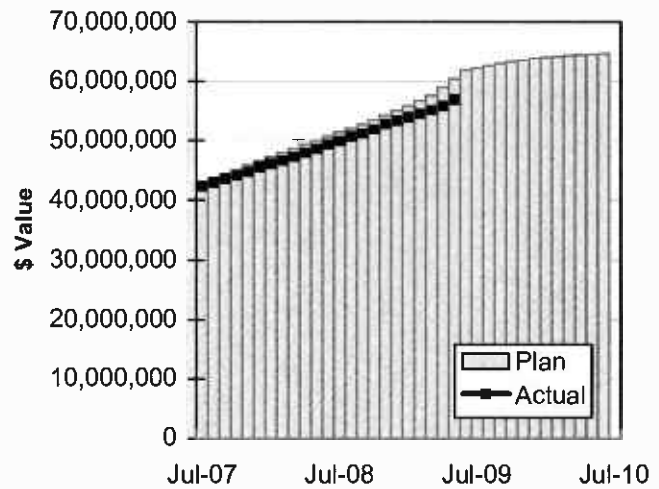


STAFFING STATUS

DIRECT AGENCY - FTES

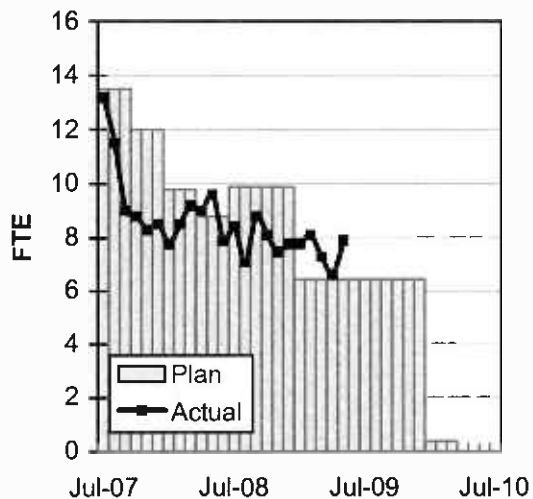


DIRECT AGENCY - COST

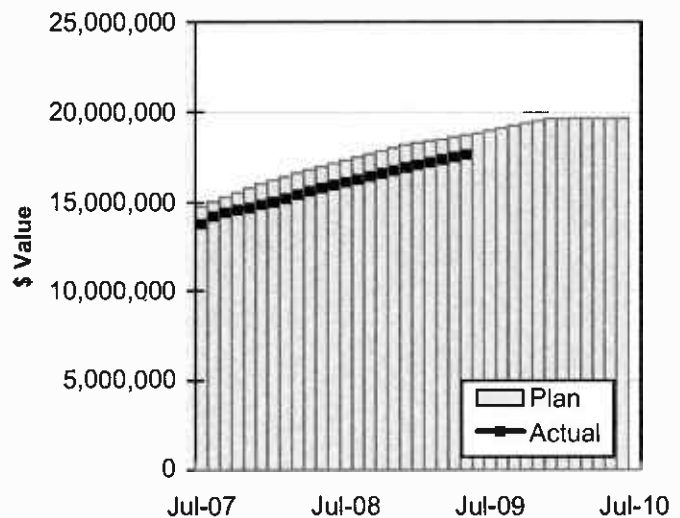


Staff Expenditures are incurred through May 2009.
Plan represents Current Budget

CONSTRUCTION MGMT - FTES



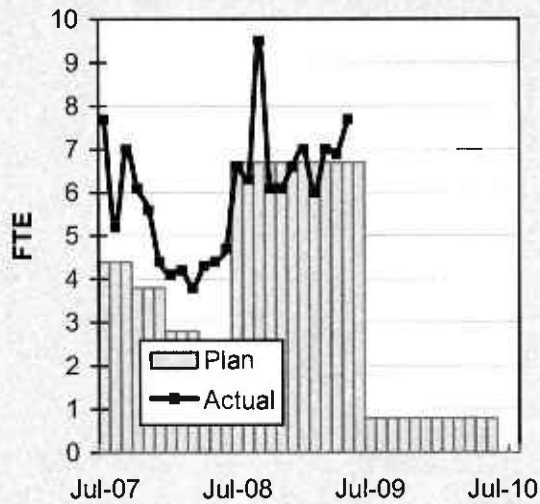
CONSTRUCTION MGMT - COST



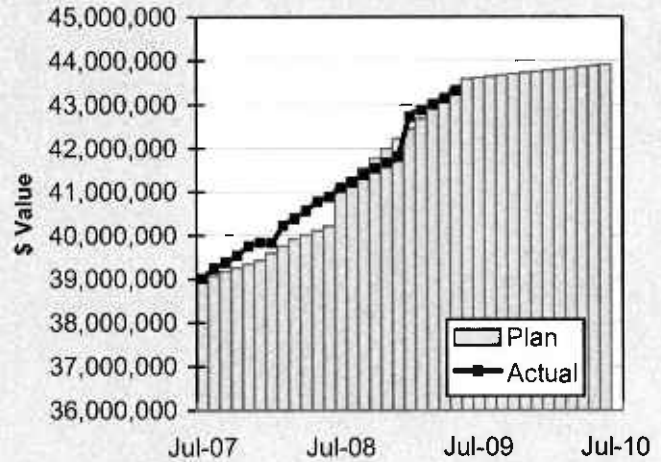
Staff Expenditures are incurred through May 2009.
Plan represents Current Budget.

STAFFING STATUS

ELRT PARTNERS - FTES



ELRT PARTNERS - COST



Staff Expenditures are incurred through May 2009.
 Plan represents Current Budget

REAL ESTATE STATUS

- For C0803, the tunnel portion of the alignment, 40 parcels were required for acquisition (11 full takes, 4 partial takes, 20 sub-surface easements/temporary construction easements, 3 sub-surface easements/building protection, and 2 building protections).
- For C0803, the at-grade portion of the alignment, 27 parcels were required for acquisition (17 full takes, 9 partial takes and 1 surface easement). Nine parcels were required for the LAUSD Ramona Opportunity High School site reconfiguration.
- For C0802, 2 parcels were required (1 surface easement and 1 full take parcel).
- Two Encroachment Permits were obtained from Caltrans for the C0803-Tunnel. Three street closures were obtained from the City of LA.

REAL ESTATE ACQUISITION SCHEDULE SUMMARY

<i>Number of Parcels</i>	Required	Acquired	On Schedule	Behind Schedule	
				Number	Avg. Calendar Days
This Period	69	69	0	0	0
Last Period	69	69	0	0	0

REAL ESTATE STATUS TO DATE BY CONTRACT ACQUISITION PHASE

CONTRACT NO.	Number of Parcels (A+B+C+D+E)	Agreements Signed (A)	Parcels in Condemnation (B)	Under Negotiation (C)	In Appraisal Process (D)	Inactive Parcels (E)	Parcels Available
C0803-Tunnel	40	40	0	0	0	0	40
C0803-At-Grade	27	27	0	0	0	0	27
C0802	2	2	0	0	0	0	2
TOTAL	69	69	0	0	0	0	69
LAST PERIOD	69	69	0	0	0	0	69

ENVIRONMENTAL STATUS

- Issued a purchase order to Kemp Monument and American Marble and Onyx for the installation of bronze plaques, enamel panels and historic headstones at the Evergreen Cemetery.
- Finalizing the burial plan for Evergreen Cemetery which includes granite markers at each grave site.

COMMUNITY RELATIONS STATUS

- Distributed two construction notices which reached approximately 500 residences/businesses. Activities included equipment delivery and street closure.
- Met with 3 residents/business owners to coordinate driveway improvements.
- Provided construction updates at the Executive and Review Advisory Committee Meetings.
- Supported the CD-14s Fiesta Shalom, Hollenbeck Middle School Career Day, MGLEE Safety Fair in East LA, San Tai San Basketball Tournament in Little Tokyo, the 3rd Annual PAL Awards and the 3rd Annual Community Awards Gala for the Boyle Heights Youth Technology Center.

QUALITY ASSURANCE STATUS

- Continued to review the Design Builder's Monthly Asphalt, Concrete Compressive Strength and Soils Compaction test report summaries - areas of concern are coordinated to resolution with the onsite lab representative.
- Conducted verification testing of Design Builder's special inspections utilizing an independent testing laboratory technician; no issues to report.
- The results of field surveillance activities are documented in Weekly Surveillance Reports, including color digital photos identifying sites of surveillance and issues of concern.

SAFETY STATUS

- Participated in weekly progress meetings with Construction Managers and ELRTC management personnel to discuss safety related issues and the construction schedule.
- Conducted Red Tag Clearance and Tunnel Safety Awareness Training for 290 Metro staff, consultants and Third Party personnel.
- Participated in ELRTC's weekly supervisory Tool Box safety meetings.
- Monitored construction activities on a daily basis, including weekends, to ensure contractor compliance with Contract Specification.
- ELRTC and their subcontractors reported zero incidents and 74,054 work hours and 1 incident for the month of May 2009. A total of forty (41) recordable incidents have occurred Project to Date. Total Project to Date work hours are 4,098,086. Injury Rates for Recordable incidents are 2.0; well below the published incident rate of 5.3 for recordable cases.

ART DEVELOPMENT STATUS

- Coordination meetings were held with Metro Construction and ELRTC for artwork fabrication/installation schedules for eight stations.

THIRD PARTY AGREEMENT STATUS

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
City of Los Angeles	Amendment	Completed	N/A	Executed December 2002.
Los Angeles County	Master	Completed	N/A	Executed April 2003.
Caltrans (All Projects)	Master	Completed	N/A	Executed July 2003.
Caltrans (101)	Design	Completed	N/A	Executed July 2003.
Caltrans (101)	Construction	Completed	N/A	Executed September 2003.
Caltrans (101)	Maintenance	6/09	Project Completion	The initial negotiation meeting was held on 1/9/03. LACMTA received a draft from Caltrans on 1/22/04. LACMTA reviewed and submitted the agreement to Caltrans on 2/10/04. A follow up call was made on 10/20/05 but no response to date.
LADWP (Water/Power)	Amendment	6/09	*6/04	LACMTA Management, County Counsel, and LACMTA Board staff have participated in meetings with DWP to complete negotiations, since the "Deadline and Delay" clause is not acceptable to LADWP. Alternative language was forwarded to LACMTA Management and County Counsel for review on 10/7/05. LACMTA CEO is to speak with LADWP CEO.
So. Cal. Edison Co.	Amendment	N/A	N/A	SCE Executive Legal Branch stated on 2/25/05 they have no intention of signing agreement.
The Gas Company	Amendment	Completed	N/A	Executed May 2005.
SBC/AT & T	Amendment	Completed	N/A	Executed May 2005. SBC has been acquired by AT&T and has formed a new corporation TCM for work in Southern California. A new agreement has been negotiated with Metro and TCM, which was approved by the Metro Board in April. The new agreement mirrors the SBC agreement except for some minor changes in the insurance language.
Adelphia Cable Company	Amendment	6/09	*6/04	LACMTA received a draft from Adelphia for review. LACMTA Management and County Counsel reviewed the amendment and returned the document to Adelphia with comments. Adelphia's Legal Department is reviewing the document and follow-up calls were made on 10/20/05 and 11/16/05.
Calif Wtr Service Co	Master	Completed	N/A	Executed May 2005.
L.A. County Sanitation Districts	N/A	N/A	N/A	In a letter dated 3/26/03, the Sanitation District stated that there is not a need for an agreement since there are no relocations related to their facilities. The Sanitation District will review submittals related to encasements of their facilities on Indiana Street.
MCI Worldcom	Amendment	Completed	N/A	Executed May 2005.
Metropolitan Wtr Dist	Amendment	Completed	N/A	Executed May 2003.

THIRD PARTY AGREEMENT STATUS

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
Verizon Wireless	Amendment	6/09	*6/04	The revised draft amendment was hand delivered to Verizon on 11/19/03 and an electronic copy was sent to them 2/19/04. Verizon did respond with comments, which were reflected in a revised agreement sent 4/05. Verizon legal is completing final review. Follow up calls were made on 10/20/05 and 11/16/05. Verizon has now joined MCI and once the legal work is complete in late February 2006, LACMTA may be able to use the MCI Agreement for Verizon work. E-mailed MCI Agreement to Verizon Representative for consideration as overall agreement covering Verizon and MCI as the new Verizon.
GST	N/A			Facilities are not impacted by Eastside Construction
Exxon Mobil Oil Company	N/A			Facilities are not impacted by Eastside Construction
Pacific Pipeline Company	N/A			Facilities are not impacted by Eastside Construction
Kinder Morgan Pipeline Company	N/A			Facilities are not impacted by Eastside Construction
Tosco Refining Company	N/A			Facilities are not impacted by Eastside Construction
Equilon Pipeline Company	N/A			Facilities are not impacted by Eastside Construction
Level 3 Communications	N/A			Facilities are not impacted by Eastside Construction
Broadwing Communications	N/A			Facilities are not impacted by Eastside Construction
Eller Media	N/A			Facilities are not impacted by Eastside Construction

* Work has been performed under the current MCA.

Metro Gold Line Eastside Extension
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CPUC CROSSING SUMMARY

Batch	Application Status	Initial Package Submittal to MTA	Field Diagnostic Meeting	Revised Drawings Due to MTA	Draft Write-up to MTA	Draft Package Sumbittal to PUC Local office and Agencies	Final Package Submittal to PUC	CPUC Final Approval
1	Complete	8/5/02	8/12/02	8/26/02	9/6/02	9/6/02	9/6/2002	Approved
2	Complete	10/4/02	10/11/02	10/25/02	11/5/02	11/22/02	11/22/2002	Approved
3	Complete	2/6/03	2/27/03	3/10/03	1/27/03	4/11/02	4/18/2003	Approved
4	Complete	12/14/02	1/15/03	1/29/03	11/13/02	5/5/03	6/18/2003	Approved
4A	Complete	1/24/03	1/29/03	3/14/03	2/7/03	9/5/03	1/23/2004	Approved
6	Complete	3/19/03	3/26/03	6/20/03	2/7/03	9/5/03	9/12/2003	Approved
7	Complete	12/11/02	12/18/02	3/31/03	2/7/03	5/5/03	7/25/2003	Approved
8	Complete	11/28/02	12/18/02	3/31/03	11/15/02	6/6/03	5/21/2004	Approved
9	Complete	1/20/03	1/29/03	3/31/03	11/22/02	8/29/03	9/12/2003	Approved
10	Complete	12/11/03	12/18/02	3/10/03	11/22/02	5/5/03	8/29/2003	Approved
11	Complete	2/13/03	2/27/03	4/18/03	12/5/02	6/6/03	8/29/2003	Approved
12	Complete	2/13/03	2/27/03	4/18/03	12/13/02	6/6/03	9/5/2003	Approved
13	Complete	2/6/03	2/20/03	4/18/03	2/21/03	6/6/03	9/1/2004	Approved
14	Complete	1/8/03	1/15/03	3/14/03	11/12/02	8/29/03	10/30/2003	Approved
15	Complete	2/26/03	N/A	N/A	2/21/03	6/6/03	8/29/2003	Approved
16	Complete	2/26/03	N/A	N/A	2/28/03	6/6/03	8/29/2003	Approved
17	Complete	1/8/03	1/15/03	N/A	2/14/03	5/5/03	6/13/2003	Approved
18	Complete	1/8/03	1/15/03	3/20/03	2/14/03	5/5/03	6/13/2003	Approved
Agency Responsible		ELRTP	MTA	ELRP	ELRTP	MTA	MTA	

Batch No. 5 has been removed, as the Midway Yard will be utilized

SHADED AREAS REPRESENTS COMPLETION

All applications are approved

Batch Descriptions	
1 1st / Alameda	10 3rd / Ford
2 Alameda / Temple	3rd / McDonnell
1st / Hewitt	3rd / Arizona
Ped Crossings @ 1st / Alameda Station	11 3rd / Mednik
3 1st / Vignes	3rd / Civic Center Drive
4 1st / Lorena	3rd / La Verne
4A Indiana/1st	12 3rd / Driveways to Sherriff's Station
Indiana/3rd	3rd / Wood / Via Corona / Pomona / Beverly
Indiana Pedestrian Crossing	13 3rd / 60 Fwy WB Connector
6 1st / Mission	3rd / 60 Fwy over ELRT
1st / Anderson	3rd / 710 Fwy SW Connector
1st / Clarence	3rd / Bridge over 710 Fwy
1st / Utah	3rd / 710 Fwy SE Connector
1st/Gless Pedestrian Crossing	14 Union Station Service Road
7 3rd / Rowan	15 1st / Santa Fe
8 3rd / Gage	1st / Myers
3rd / 60 Fwy WB Ramps	16 1st / MTA
3rd /Downey	1st / BNSF
	1st / Union Pacific

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CONTRACT C0802 STATUS

Description: 101 Freeway Bridge Overcrossing Contractor: Brutoco Engineering & Construction		Contract No. C0802 Status as of: May 29, 2009					
Progress/Work Completed: * Bridge work was completed in March 2007 * Plant Maintenance period achieved November 2007 Areas of Concern: * None		Major Activities (In Progress): * None Major Activities Next Period: * None					
Schedule Summary: Date of Award: 09/07/04 Notice to Proceed: 09/22/04 Original Contract Duration: 700 CD Current Contract Duration: 775 CD Elapsed Time from NTP: 904 CD * * Note: Elapsed time to Milestone # 1 completion			Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
		Notice to Proceed	09/22/04	0	09/22/04	09/22/04	0
		Milestone 1 - Complete Abutment No. 10	06/26/06	49	08/14/06	03/15/07	-213
		Milestone 2- Complete All Work Without Plant Establishment	08/23/06	75	11/06/06	08/06/07	-273
Physical Percent Complete: Physical completion ** as of this reporting period is: 100.00% ** Note: Physical completion assessment reflects work completed and invoice amount shown in Caltrans Monthly Progress/Expense Report No. 30.		Cost Summary: \$ In millions 1. Award Value: 6.42 2. Executed Modifications: 0.00 3. Approved Change Orders: 0.00 4. Current Contract Value (1+2+3): 6.42 5. Incurred Cost: 6.42					

CONTRACT C0803 STATUS

Description: Tunnel, Stations, Trackwork & Systems Contractor: Eastside LRT Constructors		Contract No. C0803 Status as of: May 29, 2009					
Progress/Work Completed: <ul style="list-style-type: none"> * Installed canopy supports at Mariachi Plaza Station (MPS) and Soto Station (SS) entrance * Erected CMU wall at SS entrance * Installed elevator # 1 cab at MPS and SS * Sump pumps installation at MPS and SS * Tested elevator # 2 at MPS and SS * Cable and wire terminations at all cross passages * Booster fans wiring at both portals * Run an LRV car under catenary power in the tunnels * Installed canopy glass roof at Little Tokyo/Arts District Station * Delivered UFS equipment to all above-grade stations * Tested ventilation system in the tunnels and at MPS and SS * Tested the Cable Transmission System throughout the alignment * Tested radio communications at underground facilities * Performed emergency readiness drill D-006 - hostage situation in train 		Major Activities (In Progress): <ul style="list-style-type: none"> * Plaza paving and lighting at MPS * Canopy installation at MPS and SS entrance * Cable and wire pull and terminations at MPS and SS * Escalators and elevators at MPS and SS * Mezzanine wall and floor tile installation at MPS and SS * Ceiling panels at MPS and SS platform and mezzanine levels * Sump pump wiring at underground facilities * Run an LRV car under catenary power from end to end * Street striping, lighting and traffic signals - Segments 1, 2 and 4 * Art panels and supports at all stations * Canopy glass roof at Maravilla Station * Landscaping throughout the alignment * Electrical and mechanical local field testing throughout the alignment * Systems Integration Testing (SIT) throughout the alignment 					
Areas of Concern: <p>The contractor has slipped completion of Milestone # 1 by 91 calendar days. However, at this time there is no schedule impact to ROD due to ELRTC continued prioritization of work necessary to support the project pre-revenue operations and ROD.</p>		Major Activities Next Period: <ul style="list-style-type: none"> * Architectural finishes at the MPS and SS Stations * Rolled up doors at MPS and SS * Plaza paving and lighting at SS * Cable and wire terminations at all stations * Canopy glazing and laminated glass at Atlantic and ELACC stations * Seismic, gas, fire suppression and intrusion detection devices * Test fire alarm, seismic, gas and intrusion detection systems * Begin Pre-revenue operations * Test the SCADA system * Install Public Telephones at all stations 					
Schedule Summary:			Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
Date of Award: 06/01/04		Notice to Proceed	07/01/04	0	07/01/04	07/01/04	0
Notice to Proceed: 07/01/04		Milestone 1 - Contract Completion. Complete all systems integration testing and ready for MTA's pre-revenue operation testing.	12/31/08	91	04/01/09	07/01/09	-91
Original Contract Duration: 1795 CD		Milestone 3 - Complete Universal Fare System Equipment area.	04/30/08	255	01/10/09	01/30/09	-20
Current Contract Duration: 1887 CD		Milestone 5 - Vacate all staging areas and turn over to MTA.	05/30/09	92	08/30/09	08/30/09	0
Elapsed Time from NTP: 1794 CD		Milestone 6 - Complete design and construction of Option D work.	09/28/04	0	09/28/04	09/28/04	0
Option D Contract duration 90 CD Complete							
Physical Percent Complete: <p>Physical completion * as of this reporting period is: 97.69%</p> <p>* Note: Physical completion assessment reflects work completed and work in progress.</p>		Cost Summary: \$ In millions <ol style="list-style-type: none"> Award Value: 600.45 Executed Modifications: 15.93 Approved Change Orders: 0.02 Current Contract Value (1+2+3): 616.40 Incurred Cost: 595.94 					

**Metro Gold Line Eastside Extension
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CONTRACT E700051F STATUS

Description: 1st Street Bridge Strengthening Contractor: The Griffith Company		Contract No. E700051F Status as of: May 29, 2009					
Progress/Work Completed: * Bridge turned over to Metro on October 26, 2007 Areas of Concern: * None		Major Activities (In Progress): * None Major Activities Next Period: * None					
Schedule Summary: Date of Award: 01/19/07 Notice to Proceed: 02/06/07 Original Contract Duration: 251 CD Current Contract Duration: 281 CD Elapsed Time from NTP: 281 CD			Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
		Notice to Proceed	02/06/07	0	02/06/07	02/06/07	0
		Milestone 1 - Substantial Completion	10/15/07	30	11/14/07	11/14/07	0
Physical Percent Complete: Physical completion as of 11/14/07: 100.00% * * As reported by the City of Los Angeles, Department of Contract Administration		Cost Summary: \$ In millions 1. Award Value: * 4.26 2. Executed Modifications: 0.00 3. Approved Change Orders: 0.05 4. Current Contract Value (1+2+3): 4.31 5. Incurred Cost: 4.31 * City of Los Angeles					

CONTRACT C0893 STATUS

Description: Pomona Atlantic Parking Structure Contractor: W. M. Klorman Construction Corp.		Contract No. C0893 Status as of: May 29, 2009					
Progress/Work Completed: <ul style="list-style-type: none"> * Metro completed review of 100% design drawings * Metro completed review of excavation and support system submittals * Shoring and excavation to expose sewer line * Began process to encase and protect sewer line Areas of Concern: <ul style="list-style-type: none"> * None 		Major Activities (In Progress): <ul style="list-style-type: none"> * AFC design submittal * Communications and security 100% design submittal * Poured first 40 feet of concrete to encase and seal sewer line * Construction Work Plans (CWP) for mass excavation, soldier piles, and soldier beams and lagging * Coordination meetings with the design team * Metro obtain County of Public Works permit for storm drain box connection Major Activities Next Period: <ul style="list-style-type: none"> * Approved for Construction (AFC) drawings * Contract and construction submittals * Complete sewer line encasement * Begin mass excavation * Install soldier beams and lagging 					
Schedule Summary:			Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
Date of Award: 12/15/08		Notice to Proceed:	01/14/09	0	01/14/09	01/14/09	0
Original Contract Duration: 400 CD							
Current Contract Duration: 400 CD							
Elapsed Time from NTP: 136 CD							
		Notice to Proceed	01/14/09	0	01/14/09	01/14/09	0
		Milestone 1 - Substantial Completion	02/18/10	0	02/18/10	02/18/10	0
Physical Percent Complete:		Cost Summary: \$ In millions					
Physical completion as of 4/30/09: 10.5% *		1. Award Value: 8.15 2. Executed Modifications: 0.00 3. Approved Change Orders: 0.00 4. Current Contract Value (1+2+3): 8.15 5. Incurred Cost: 1.11					
* Note: Physical completion assessment reflects work completed and work in progress.							

CONTRACT P2550 STATUS

Description: 2550 Rail Vehicle Program Contractor: AnsaldoBreda, Italy (AB)		Contract No. P2550 Status as of: May 29, 2009			
Progress/Work Completed: 1. As of May 29, 2009 twenty-three vehicles have been accepted by MTA and three other vehicles are undergoing testing for acceptance. 2. Vehicle final assembly work continues in Pittsburg, CA. 3. Shipment of foreign and domestic parts for final assembly continue to arrive in Pittsburg, CA. 4. Several Engineering meetings with AB and its subcontractors have been held during the period to evaluate progress and to close open items. 5. Vehicle Nos. 729 and 730 are the next vehicles to be accepted. Areas of Concern: Accepted vehicle reliability and availability for revenue service is AnsaldoBreda's primary focus for June Eastside Extension opening. AB is tasked to augment technical staff to support revenue service availability. With arrival of new vehicles from Pittsburg to Los Angeles, available vehicle storage space at Gold Line Shop/Yard is a concern as it affects vehicle movement in the yard. MTA plans to ship additional cars to Metro Blue Line.		Major Activities (In Progress): 1. AnsaldoBreda's manufacturing plants in Pistoia and Naples, Italy continue to prepare carshells and subassemblies for shipment to U.S.A. Pittsburg plant continues vehicle assembly work. 2. Testing of Vehicles 729 & 730 is ongoing in Los Angeles for next vehicle acceptance. 3. Weekly project meetings are held to close open items. Major Activities Next Period: 1. Several Technical Progress meetings will be held to emphasize the urgency of resolution of remaining critical items for final acceptance of vehicles. 2. Cars 729 and 730 will continue final testing for Conditional Acceptance in June 2009. 3. Car 731 will be shipped to Los Angeles on June 12, 2009.			
			Quantity	Contract Total Quantity	Balance Due
Schedule Summary: Date of Award: 04/24/03 Notice to Proceed: 06/06/03 Original Contract Duration: 1442 CD Elapsed Time from NTP: 2130 CD Note: A schedule of vehicle delivery has been submitted by AB with 50th (last) car delivered by July 2010. Metro has extended the expiration date of the options to July 31, 2009 at Board direction.		Notice to Proceed 6/6/2003A			
		Vehicles Assembled (in US)	42	50	8
		LRV at Commissioning Site - Metro	26	50	24
		LRV Accepted for Revenue Service by Metro	23	50	27
Physical Percent Complete: Percent of LRVs assembled = 42/50 = 84% Percent Work Product Invoiced through May 2009 is 59.4%		Cost Summary: \$ In millions 1. Award Value: Pasadena (Proj. No.: 800151) 126.99 Eastside Ext. (Proj. No.: 800088) 31.75 Total Award Value 158.74 2 Executed Modifications 0.00 3 Approved Change Orders: 0.00 4 Current Contract Value (1 + 2 + 3): 158.74 5 Payments or invoices in process: 94.32			

CONSTRUCTION PHOTOGRAPHS



Encasement of existing sewer line prior to constructing the Pomona/Atlantic Parking Structure.

CONSTRUCTION PHOTOGRAPHS



Excavation for the bike lockers at the East/LA Civic Center Station.

CONSTRUCTION PHOTOGRAPHS



Installation of landscaping and pedestrian lighting at Little Tokyo/Arts District Station.

CONSTRUCTION PHOTOGRAPHS



Installation of the Soto Station canopy at the pedestrian plaza level.



Test train along 3rd Street.

CONSTRUCTION PHOTOGRAPHS



View of ticket vending pavilion at the Pomona/Atlantic Station.

APPENDIX

COST AND BUDGET TERMINOLOGY

ESTIMATED PROJECT COSTS: Estimated project costs are based upon the current project cost estimates that are produced during the engineering design phase.

COMMITMENTS: The total of actual contract awards, executed change orders or amendments, approved work orders of Master Cooperative Agreements, offers accepted for purchase of real estate, and other LACMTA actions that will result in specific expenditures at a future time.

INCURRED COST: The total value of work performed to date of services received, and acquired materials or properties.

EXPENDITURES: The total dollar amount of checks written by the LACMTA's Accounting department for contractor or consultant invoices, third party invoices, staff salaries, and closing payments for escrow accounts that is reported in the LACMTA's Financial Information System (FIS).

CONSTRUCTION: Includes guideways, yards and shops, systems equipment, stations, and vehicles.

PROFESSIONAL SERVICES: Includes general engineering, construction management services, consultant design support services during construction, legal counsel, and agency (LACMTA staff) costs.

RIGHT-OF-WAY: Includes real estate appraisals, purchase cost of parcels, easements, right-of-entry permits, escrow fees, and tenant relocation.

UTILITY/AGENCY FORCE ACCOUNT: Includes work by outside agencies and utilities in design coordination and review.

CONTINGENCY: A fund established at the beginning of a project to provide for anticipated but unknown additional costs that may arise during the course of the project.

SPECIAL CONDITIONS: Includes utilities relocation, environmental compliance and mitigation, master cooperative agreements, insurance program, artwork, systems integration testing and pre-revenue operations.

APPENDIX

LIST OF ACRONYMS

AFE	Authorization For Expenditure
ATC	Automatic Train Control
CADD	Computer Aided Drafting and Design
CALTRANS	California Department of Transportation
CD	Calendar Day
CM	Construction Manager
CMAQ	Congestion Mitigation Air Quality
CN	Change Notice
CO	Change Order
CNFPA	Concurrent Non-FFGA Project Activities
CPM	Critical Path Method
CPUC	California Public Utilities Commission
CR	Camera Ready
CTC	California Transportation Commission
CUD	Contract Unit Description
DB	Design/Build
DBB	Design/Bid/Build
DD	Design Development
DOT	Department of Transportation
DWP	Department of Water and Power
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPBM	Earth Pressure Balance Machine
ESP	Eastside LRT Partners
FAR	Federal Acquisition Regulation
FD	Final Design
FEIS	Final Environmental Impact Statement
FEIR	Final Environmental Impact Report
FFGA	Full Funding Grant Agreement
FIS	Financial Information System
FSEIR	Final Supplemental Environmental Impact Report
FSEIS	Final Supplemental Environmental Impact Statement
FTA	Federal Transit Administration
FTE	Full Time Equivalent
GDSR	Geotechnical Design Summary Report
IFB	Invitation for Bid
IPO	Integrated Project Office
JV	Joint Venture
LA	Los Angeles
LABOE	Los Angeles Bureau of Engineering
LACFCD	Los Angeles County Flood Control District
LACMTA	Los Angeles County Metropolitan Transportation Authority
LADOT	Los Angeles Department of Transportation

APPENDIX
LIST OF ACRONYMS (Continued)

LADPW	Los Angeles Department of Public Works
LADWP	Los Angeles Department of Water and Power
LAUSD	Los Angeles Unified School District
LNTP	Limited Notice To Proceed
LONP	Letter Of No Prejudice
LRT	Light Rail Transit
LRTP	Long Range Transportation Plan
LRV	Light Rail Vehicle
MIS	Major Investment Study
MPSR	Monthly Project Status Report
N/A	Not Applicable
NEPA	National Environmental Protection Act
NPDES	National Pollution Discharge Elimination System
NTE	Not to Exceed
NTP	Notice To Proceed
OCIP	Owner-Controlled Insurance Program
P3	Primavera Project Planner® (scheduling software)
PC	Project Control
PE	Preliminary Engineering
PEER	Permit Engineering Evaluation Report
PGL	Pasadena Gold Line
PIP	Project Implementation Plan
PM	Project Manager
PMA	Project Management Assistance
PMIP	Project Management Implementation Plan
PMOC	Project Management Oversight Consultant
PMP	Project Management Plan (manual)
P&P	Policies & Procedures
PR	Project Report
PSR	Project Study Report
QA	Quality Assurance
QAR	Quality Assurance Report
QC	Quality Control
QPSR	Quarterly Project Status Report
RAC	Review Advisory Committee
RAG	Rail Activation Group
RFC	Request For Change
RFP	Request For Proposal
ROD	Record Of Decision
ROD	Revenue Operations Date
ROM	Rough Order of Magnitude

**APPENDIX
LIST OF ACRONYMS (Continued)**

ROW	Right-Of-Way
SCAQMD	Southern California Air Quality Management District
SCE	Southern California Edison
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHPO	State Historic Preservation Office
SIT	System Integration Testing
SOV	Schedule Of Value
SOW	Statement Of Work
SP	Special Provision
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TBD	To Be Determined
TBM	Tunnel Boring Machine
TCRP	Traffic Congestion Relief Program
TPSS	Traction Power Substation
TRACS	Transit Automatic Control System
UFS	Universal Fare System
USDOT	U.S. Department Of Transportation
VE	Value Engineering
WBS	Work Breakdown Structure
WP	Work Package